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DEPARTMENT OF STATE

Memorandum of Conversation

DATE: December 11, 1968

SUBJECT: United States-Italian Civil Air Negotiations

PARTICIPANTS: General Felice Santini, Director General, Civilavia
Col. Leonide Quercietto, Civilavia
Mr. Salvatore Zotta, Italian Embassy
Mr. John S. Meadows, Director, E/OA
Mr. G. Joseph Minetti, Member, CAB
Mr. E. C. Rodriguez, E/AN

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Messrs. Meadows, Minetti and Rodriguez visited General Santini in his hotel room this afternoon at the General's invitation, because the General was too ill to leave his hotel.

Santini made a long statement, the substance of which was that the US position on multiple designation had placed him in an impossible position. He could not accept the proposal given Col. Quercietto that morning (see memcon). If he had known the US position before hand, he would never have left Rome. Because of this development he was concerned about the rest of the understandings reached between Mr. Solomon and Ambassador Ortona. Perhaps there would be further differences on other aspects. He asked the United States to put in one piece of paper its entire position. On the route question he was prepared now to give the US side informally a copy of the Italian route requirements. On the all-cargo matter, he wanted a regime of restricted all-cargo services with parity for both sides and limited to third and fourth freedom operations with the possibility of some intermediates.

Mr. Meadows expressed sympathy for the General's difficulty on the multiple designation question because the United States was in

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precisely the same position. It was difficult for the United States now, without adequate bilateral discussion, to put in one piece of paper all the elements of its position. Several items still required further discussion. The US proposal for resolving the multiple designation question did not, in his view, represent such a major problem for Italy because even under the Italian formulation the United States would have put three carriers in that market. Under the US proposal the likelihood was that only one combination carrier would be certificated although there was a possibility of an all-cargo service.

Santini broke in here to ask if the United States would limit its carriers to one on that route.

Mr. Meadows replied that as a practical matter there would probably be only one combination carrier on the route but the legal position of the CAB had to be recognized. We could not tie the hands of the Board in such matters.

With respect to all-cargo services the United States was prepared to accept a short-term development period for all-cargo during which there would be some restraint on the level of operations and a limitation to third and fourth freedom services with some intermediates. However, it should be clearly understood that such a short-term arrangement would be in the context of an agreement which covered both all-cargo and combination services which would be effective at the end of the development period.

Santini replied that such an arrangement might be possible ultimately but Italy could not do this now. The cargo picture was still unclear. The impact of 747's might change the picture entirely. He asked if the US Delegation could prepare a paper on all-cargo.

Mr. Meadows said the US Delegation would think about it.

E/OA:JSMeadows:vlv

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